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WEDNESDAY, APRIL 13, 1904.

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號三十月四英港香

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Hongkong, 11th March, 1904. [21]

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Hongkong, 12th April, 1904. [2]

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Hongkong, 6th April, 1904. [46]

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Hongkong, 26th February, 1904. [4]

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Hongkong, 10th December, 1903. [36]

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Hongkong, 13th April, 1904. [4]

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ZIETEN WEDNESDAY, 6th July.

SEYDLITZ WEDNESDAY, 20th July.

ROON WEDNESDAY, 3rd August.

PREUSSEN WEDNESDAY, 17th August.

FRINZ REGENZ LUITPOLD WEDNESDAY, 31st August.

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Hongkong, 13th April, 1904. [13]

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Hongkong, 8th April, 1904. [38]

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A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms. Monthly Boarders accommodated on very moderate terms.

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A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

W. FARMER, Proprietor.

[37]

Intimations.

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[37]

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Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [41]

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CALDBECK, MACGREGOR & CO.,

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Hongkong, 2nd April, 1904. [42]

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The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

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The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.

CONNAUGHT HOUSE

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TELEGRAMS.

(Reuters.)

LONDON, 11th April.

China's Neutrality.

The *Morning Post's* Chefoo correspondent wires that an increase of anti-foreign policy is permeating to Peking and that there is a grave possibility of China's neutrality being broken soon, in spite of official assurances to the contrary, by a general upheaval of the people.

Austria and Italy.

The *Standard's* correspondent at Vienna says that it is anticipated the result of the meeting between the Austrian and Italian Foreign Ministers at Abazia, will be that the agreement between the two countries relating to Albania will be extended to the whole of the Balkans.

THE KOWLOON FIRE.

With his usual enterprise Mr. C. W. Clarke, of Ice House Street, has just printed off a series of nine pictures of the Godown fire, which he took at Kowloon on Sunday last. The collection includes a capital picture of the big explosion at the rear end of the godown which he snapped from just off the wharf. Another shows the firemen at work at the side door of No. 21 godown, while a third was secured at the moment of one of the explosions and shows a young fellow voling as fast as possible at the end of one of the tram lines. Then he has also one depicting the large crowd of natives by the side of No. 21 godown before the caving in of the roof, while another was taken immediately after the explosion. Others show baling operations at No. 22 godown, firemen and naval men with hoses playing through the windows of 21, and a side view of 21 after one of the explosions. The photographs are exceptionally clear, notwithstanding the thick clouds of smoke and dust so noticeable on Sunday, and they will doubtless have a quick sale in the Colony.

THE "HEATHFORD" ATTACHED.

From the *S. F. Press* of 6th inst.—The *S. S. Heathford* was attached this morning by the Sheriff's office on a claim for salvage from Colombo. It appears that when the ship was voyaging out East last year she caught on fire and salvage services were rendered in Colombo harbour, a claim being made for an amount of about £7,000. The ship went away without satisfying the claims and since they have remained unsettled. The ship again came out East this year under, we understand, fresh characters and as she did not call at Colombo instructions were sent to stop her here, which has been done, and no clearance will be granted until some arrangement is arrived at. A settlement will probably come from the underwriters.

CRIMPING IN SINGAPORE.

Those who are interested in what may be described as the underground life of Singapore have for some time suspected that crimping on an extensive scale was being prosecuted by several gangs of Chinese rascals. Chinese coolies are arriving here every day, and as they are unsophisticated and ready to believe whatever they are told by the first-comer they fall a ready prey to the crimp. Once they have fallen into his hands they undergo a servitude in what shall be told the Protector of Chinese, and eventually, having fallen into the ways of their teachers, they deny away their last chance of regaining the liberty they lament.

A strange case, which still remains to be elucidated, occurred on Monday, says the *Straits Times* of 6th inst. Four Chinese from Swatow landed in a sampan at Raffles Quay. They had each paid the passage from China, and one was a Penang labourer who had been on a visit to his relatives in China and was now returning to his adopted home. When they landed on the Quay they were surrounded by a gang of bullying Chinese who so flustered the three newcomers that almost before they were aware of what was happening they were whisked or spirited away and have not been seen since. The Penang Chinaman was not, however, to be so easily a victim, and a scuffle took place. A couple of Chinese towkays who were passing saw the disturbance and went to inquire what it was all about. The bustling bullies, seeing that discretion was the better part of valour, vanished. From the Penang Chinaman, the story how he and his friends had been set upon, how his friends had disappeared and how he had himself been in danger of being "crimped" was related, and the towkays determined that this was a matter for the police. Accordingly the Central Station was notified, detectives sent out, and the Penang man detained with the view of identifying his lost friends should they turn up. There the matter stands at present.

It is alleged, however, that some of the Chinese boarding house keepers are notorious crimps, and their houses literally dens of rascality. They are said to batten on the proceeds of their nefarious practices, selling their ignorant compatriots into what is nothing less than slavery. They are protected from the vengeance of their victims by the widespread network of gangs at work who are effectually silencing all remonstrances. The police have a big task in undertaking to break up these gangs but if all that is said be true the sooner the work is commenced the better.

THE WAR.

JAPANESE FISH TORPEDOES.

In view of the reference to "fish torpedoes" recently made in official telegrams from the North, the following article from a correspondent, should be of interest:—The automobile of "fish torpedo" used by the Japanese against the Russian fleet is similar to that used in our own Navy. They are in two sizes, and are measured by their diameter, which, in the large size, used by ships and destroyers, is eighteen inches. The weapon is about the size of an ordinary canoe, being nearly seventeen feet long, and carrying two hundred pounds of gun-cotton in its head. It is built of thin steel plating, and divided into four sections, the foremost one containing the explosive, the second the compressed air—which is the motive power—the third the engines by which the powerful twin screws are revolved, and the fourth the wonderful steering gear by which the torpedo is enabled to preserve its direction even if deflected momentarily from its course. The shape is modelled from the shark, this having taken the place of the original cigar form as it was found to give less resistance in its passage through the water. The whole machine has a girth of four and a half feet and weighs more than a ton. When full of air it is of the same weight as the volume of water it displaces, and it is kept at a certain fixed depth—usually about ten feet—by the action of horizontal rudders, controlled by balance mechanism, which counteracts any tendency of the torpedo to rise above, or sink below, the depth to which it was adjusted. It will thus be seen that the torpedo strikes a ship below her armour, and inflicts its wound well below the water line. What the nature of this wound is one may judge from the results of the recent *Hellish* trials where the hole made was some ten feet in diameter. Such a rent may, of course, be patched up if the ship can be got into dock, as from Russian accounts appear to have been accomplished in one or two cases, but the damage created by the severe shock to the ship, internally, is far more serious, and it is to be doubted whether the torpedoed Russian ships can be made even seaworthy at Port Arthur. They may float, but that is probably all that can be said for them. The range of the large size torpedo is about a mile and three quarters, as has been pointed out in a previous article, and its speed for the greater part of this range is about thirty knots, i.e., that of the fastest ship afloat. Some idea of this speed may be gathered from the fact that the torpedo takes less than two minutes to cover its range. It is practically impossible to disable it by gun fire, partly on account of its speed, and mainly from the fact of its running beneath the surface. The smaller torpedo is used by torpedo boats and steam launches. It is similar in construction, but carries a much smaller charge of explosive—about half that of the larger size—the torpedo having only half the diameter. The Japanese torpedo boats carry either two or three of these weapons which can be discharged simultaneously or one at a time, while the ships are generally armed with a couple of torpedo tubes on each side below the water-line. The torpedo explodes on striking, and if it misses its target runs to the limit of its range and then sinks to the bottom. As a protection against these weapons battleships carry wire netting which can be rigged out on booms far enough from the ship's side to prevent an explosion against them damaging the hull, but of late years an instrument has been devised which is carried on the nose of the torpedo and is capable of cutting a large enough hole in the net to allow the torpedo to pass through. After all, however terrible the weapon is, its violence is tempered with mercy. It directs its powers against steel walls rather than human lives, and it is capable of putting a ship completely out of action without destroying any lives; for it strikes at the ship's bottom where comparatively few men are likely to be in the immediate vicinity during an action, and the damage it inflicts is mainly local.

WICKED PORT ARTHUR.

A REFUGE FOR THE WORLD'S CRIMINALS.

A very interesting pen-sketch of Port Arthur appears in the *New York Herald* (Paris edition). The correspondent, who is in Russian employ, writes:—

To find anything approaching Port Arthur in squalor one must go to Port Said, but even Port Said cannot boast of so many down-at-the-heel Europeans, convicts, and escaped lunatics as the great Russian fortress of Liaotung.

If I were to attempt a calculation of the number of sharpers of both sexes that have congregated here I would not be believed, so I shall leave it to the reader's imagination.

Besides the sharpers, there are escaped convicts from Sakhalien, although these latter are not nearly so numerous here as in Harbin, where it is dangerous to venture out after dark without a revolver and where the lowest average of murders is ten weekly.

The reader who knows something of Russia may be inclined to question this story about the escaped convicts, but I believe in it myself, since I met with a Russian gentleman who had been a Government official in Khabarovsk, where he trebled his income, he told me, by passing on dead men's passports to living convicts.

victs whose relatives were willing to pay him a certain sum for their escape.

The presence of formidable Chinese secret societies adds a flavour of another kind.

These secret societies have their agents in every business house in the place, and almost all the leading Chinese belong to one or other of them, so that if a too energetic foreigner insists on abolishing "squeezes" and inquiring minutely into the accounts of the "compradore" his life is likely to come to an abrupt termination.

INVALUABLE POWDER.

Next to food and clothing the most absolutely indispensable article in Port Arthur, the greatest necessity of life, is—insect powder. Luckily, it is to be obtained locally in a German store, which does a roaring business in it, but I tremble to think what will happen if the Japanese cut off the supply of this invaluable commodity.

In the local "hotels" food is absolutely unobtainable, although a glass of hot water can be purchased in the morning for about sixpence, if one is prepared to spend most of the forenoon waiting dismally in his room until the "boys" efforts to light a fire are crowned with success. This water is supposed to be useful for making tea with, but it is more suitable for shaving purposes.

One must go to a "restaurant" to eat, and when he does so the prices quoted for whisky and other necessities will fairly stagger him. Vodka is cheap, and great quantities have been stocked along the wharves.

The local chief of police here confessed to me that he never regards these enormous accumulations without dismay. "If we receive any check," he said to me, "and if the officers lose for a moment control of their men, a general rush will be made for this vodka, and once armed men get maddened by it I don't like to think on what will result."

Another feature of Port Arthur is the large number of mysterious persons it contains. These gentlemen have generally a military carriage and an insatiable curiosity about matters military.

They sometimes find their way, "by pure accident," of course, into the vicinity of batteries. After that they invariably disappear.

Sometimes these strange characters disappear with peculiar abruptness. Some time ago our little community included a teacher of the English language, who led a blameless life until he was discovered early one morning gazing with mild astonishment at the big guns in a battery. He is now gone from among us. Japan gets its best information through Chinamen in Russian employ. The big, burly, roaring Russian who likes his horse and his dog, and most of all, his champagne, has probably no idea of the net which the smiling, sedentary, keen-witted leaders of the two great divisions of the Yellow Race are silently weaving around him.

(From Japanese Exchanges.)

RUSSIAN ADVANCE INTO KOREA.

Twenty-five thousand Russians in two columns are now penetrating Korea on the north-east. The first column checks the progress of the Japanese Artillery which is advancing along a line parallel to the Tumen river. It has reached Iaji, south-east of Pak-ton-shai (Ilakotosan).

The other column, which is following the eastern coast, has reached Pukchon (Pakchan). The advanced guards of the Japanese column are encamped at Chongong on Koanpu bay.

ACTIVITY AT PORT ARTHUR AND DALNY.

A reliable Chinese, who returned from Port Arthur states that a new dry dock is in course of construction there. The forts damaged by the Japanese fire are being repaired, the men working in two shifts. Chinese coolies and residents have been commandeered for the work. They are short of provisions and the Russian authorities applied to Moukden repeatedly for supplies of provisions for the Chinese. A large quantity of millet arrived from Moukden recently. The Russians are also building a dock at Dalny, where 1,000 Chinese are employed. The stone used for the foundations and side of the dock has hitherto been imported from Shantung; but no shipments have been received since the outbreak of war and it is feared that it will be impossible to complete the work.

A Chefoo dispatch of the 24th ultimo to the *Tokyo Asahi* says that on the occasion of the bombardment of Vladivostok on the 6th March a Japanese shell exploded near a flagstaff flying regimental colours, which were, however, saved by an officer's wife. Five bluejackets were killed by another Japanese shell, which struck one of the naval barracks. The Russian woman killed on that occasion was the wife of a workman belonging to the Torpedo factory.

A NEW LIGHT ON THE FAR EAST.

Dr. G. F. Pentecost, who was in Hongkong last year, has given his views of the situation to a representative of the *Pull Mail Gazette*.

"I spent," he said, "twelve months in the Far East, three of them in Japan. Japan is, of course, a maritime country, and that fact lies at the back of the Japanese temperament. The backbone of the nation are the old Samurai, in whom are concentrated centuries of knightliness and chivalry. They are born soldiers—trained soldiers—in fact, they are a nation of soldiers."

"As all the world knows, the new awakening of Japan has been the most wonderful, and romantic fact in history. But I think the Western peoples ought to know that what is called the modern European civilisation in Japan has not been imposed upon her by the West. Japan has seized certain great principles of material civilisation, and then planted them in her own soil and developed them herself. When you go into Japan you notice the striking similarity in her external Government appointments, in her Parliament, in her magnificent school system—the most universal school system in the world—in her army and navy appointments, and even in her commercial departments, to European

institutions and methods. Yet, as a matter of fact, Japan is intensely Asiatic. They employed English, Scotch, and American masters, but as soon as they grasped the principles and learned the application of those principles, they got rid of every one of their teachers, and now there are not a dozen Europeans in the employ of the Government."

ENGLAND AND AMERICA "BACK NUMBERS."

"The religion of Japan is Shintoism. It is their only religion. Certainly they have their Shinto temples and Confucian philosophy, but these things sit very lightly on them. At the same time they are agnostic in respect of Christianity. I do not mean that Christianity is making no progress, because it is making marvellous progress. I state that as a simple fact as regards the people, especially the educated people. They are keenly intellectual. Twenty-five years ago Spencer, Huxley, Darwin, and other materialistic philosophers and scientists were read and absorbed with avidity, but at the present day hardly a copy of Spencer's 'Synthetic Philosophy,' or of the works of the others is sold."

"There is a certain amount of conceit about the Japanese. They assume that they have reached the apotheosis of civilisation, a point never before attained in the world. They regard England and America as 'back numbers' now. Civilisation is always the product of religion, and it is a curious fact in connection with Japanese civilisation that they have adopted lines on which to shape their new Empire absolutely and directly inconsistent with their old religious system. Now, the problem is practically this: What are they going to bottom this civilisation on? They cannot graft it on Shintoism, Buddhism, and Confucian philosophy. They have practically adopted a civilisation, the product of Christianity; and the question is whether from the political point of view the statesmen of Japan are not beginning to see that, having taken over Western civilisation, they must now take over Western religion."

"With regard to the struggle at present going on, our sympathy—our Anglo-Saxon sympathy—is practically unanimous in its manifestation as towards Japan. We are pro-Japanese and anti-Russian, and I think that co-les largely out of the moral questions that underlie all the political and commercial interests."

THE REAL NATURE OF THE STRUGGLE.

"The deeper question of the civilisation of 700,000,000 of Asiatic people is one that lies back in the minds of serious and thoughtful people. Now, we never can consent even to think of the possibility of that civilisation being dominated by the Slavic type. On the other hand, we can have no other thought than that the civilisation of Asia must be influenced by the Anglo-Saxon type. The present struggle is really one between the Russian and the Anglo-Saxon, not for the settlement of the immediate question involved between Japan and Russia, but the settlement of the question on who is to dominate China, for whoever dominates China dominates all Asia. If Russia ever gets the upper hand in China the British rule in India would not be worth talking about. There is, then, a Russian peril."

"Frankly, I personally regard Russia as the greatest menace to the peace of the world. Yet there is another peril, the peril of Japanese ascendancy. The ambition of Japan is not simply to become master of her own Empire, but also to become master of China, and she is burning to get an opportunity of re-organizing China as she has reorganized herself. If Japan should become supreme in China that might bring very near to us a great Japanese peril. When we look back over ten years to when Russia, Germany, and France stepped in, and compelled Japan to give up the fruits of her successful war with China, and surrender Manchuria and Port Arthur, all in England and America looked upon it as a piece of international unrighteousness and injustice, and we in America wondered why England stood still and allowed the thing to be done; but I am not quite sure that England was not wise without knowing it. If Japan had kept Port Arthur and Manchuria, she would have been in the position of dominant Power, and would have become master of China. It seems to me that the only policy for England and America in this crisis is to act together. I cannot see how they can act otherwise. Of course England's interests differ from America's; America's are peculiarly commercial interests, and I do not see exactly how 'Uncle Sam' is to get into the scrimmage, but I have no doubt he will if England does. Certainly, when this question comes to the point of settlement England and America will have to formulate an ultimatum to either Russia or Japan in respect of China, as Germany, Russia, and France did to Japan on the conclusion of her war with China."

IMPORTANCE OF KOREA TO JAPAN.

"Korea is simply a board in the game. The country is for Japan an outlet for her superfluous population. Japan must have some place for her colonists. Korea is, of course, at present Japanese to a large extent. All the bankers and merchants at Seoul, Chemulpo, and other places are Japanese. In fact, I saw as many Japanese in Korea as Koreans. The Koreans are a placid kind of people, and more inclined to be sympathetic towards Japan than China. "Now, with regard to the preparedness of Japan for the struggle, I have been through Japanese barracks and docks, and I have talked with their naval and military officers, and their statesmen, and I do not think there is in all Europe a more intelligent, a better disciplined or more efficient army and navy. More than that they have systematically and diligently prepared for this struggle during the past ten years. Ever since they were ousted from Port Arthur it has become a matter of faith with them that Japan should recover that lost territory and drive Russia out. This object is not simply in the minds of Japan statesmen, but in the minds of every man, woman, and child in Japan, so that the Japanese army and navy are not made up of so many men, like the Russian army, but every man in the army and navy of Japan is an intelligent patriot ready to sacrifice and do anything and everything to accomplish it. As we in America said in regard to the war with Spain, it was not simply the superiority of our ships and of our guns, but it was the superiority of the man behind the gun that did the business. It is not, in the present struggle, simply a matter of rifle for rifle, man for man, for in respect of *esprit de corps* and intelligence the Japanese soldier is worth two or three Russians, in that in what he is doing it is his highest privilege intelligently to do it. It will not simply die on his back; as the Cossack will, but he will have intense pride in doing it. It is that that makes all the difference in the world between the soldiers of Japan and Russia. It is that spirit that made the American Civil War so terrible."

"The prospects of Japan emerging successful are, I believe, considerable, even taking into account the enormous reserve power of Russia. In my opinion Japan will fight this war until she gains her point in China. Of course there is no question of Japan overcoming the Russian Empire. All that Japan means is to make sure of her northern frontier."

"THEN THE POWERS MUST STEP IN."

"Russia must be driven back out of Manchuria. Whether she will get out of Manchuria is a question for the future. Russia may retire and take a long breath only to move forward again, but if she does, then the Powers must step in and settle the question. Russia's policy is, I think, one with which we can sympathise. The Pole-star of her policy for two hundred years has been warm sea-water, but she has been balked at every point. Whether she will ever get it or not I do not know, but I sometimes think it would have been better to let her take Constantinople, and have an entrance to the Mediterranean, where all Europe could have watched her."

"I believe the Anglo-Saxon people are the conservators of the peace, the civilisation, and the prosperity of the world, and it appears to me to be a providential order that the final settlement of this great question lies with England and America. Let me quote some words that John Bright uttered in the last year of the American Civil War. He said:—

"If our American cousins succeed in settling their difficulties and re-establishing their union, and we are so happy as to win their friendship, then no gun shall be fired in all the world or for all time without the consent of England and America."

I believe that was prophetic. In a lecture I delivered in the City Temple the other night, I said I would like to see the Stars and Stripes and the Union Jack sewn back to back and nailed at the masthead of our joint squadrons, sail up into the Yellow Sea, and lay down the law in regard to the Far Eastern question without firing a gun."

COMMERCIAL.

SHARE LIST.

Following is a further alteration in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—

China Sugars \$123 sales.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/8 1/2
Do demand	1/8 1/2
Do 4 months' sight	1/9 3/4
France—Bank T.T.	2/18
America—Bank T.T.	42 1/2
Germany—Bank T.T.	1/78
India T.T.	1/29 1/2
Do demand	1/30
Shanghai—Bank T.T.	73 3/4
Japan—Bank T.T.	86 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	105 1/2

Buying.

1 months' sight L/C	1/9 5/16
6 months' sight L/C	1/9 7/16
30 days' sight San Francisco & New York	43 1/4
4 months' sight do	43 1/4
30 days' sight Sydney and Melbourne	1/9 9/16
4 months' sight France	2/23
6 months' sight do	2/24 1/2
4 months' sight Germany	1/82
Bar Silver	244 1/2
Bank of England rate	244 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
Malwa New	960/1,220
"Last year	1,060/1,100
"Oldest	1,120/1,200
Patna New	1,355
Bonares New	1,345
Persian (Paper)	880/950

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, TAKAO & TAIWANFOO

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Ports, on FRIDAY, the 15th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LARPAIK & Co., General Managers.

Hongkong, 13th April, 1904. [505]

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship

"CLAVELLEY,"

Captain W. P. Putt, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Storing Co., at Wanchai, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 19th instant at 2.30 P.M.

All Claims for damage must be presented before the 23rd instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 13th April, 1904. [504]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENHIEL,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th inst. will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW, Hongkong, 13th April, 1904.

To-day's Advertisements.

THEATRE ROYAL CITY HALL.

TO-NIGHT! TO-NIGHT!!

AND ALL THE WEEK.

SPECIAL MATINEE.

NEXT SATURDAY, 3 O'CLOCK. Arranged for Ladies and Children.

Continued Success of Mr. M. B. LEAVITT'S Elite Anglo-American

TROUBADOURS.

CHANGE OF PROGRAMME TO-NIGHT. NEW SONGS. NEW FARCES. NEW DANCES. NEW NOVELTIES.

EXTRAORDINARY

TO-MORROW (THURSDAY) NIGHT, PROF. ZANCIG

will present his WONDERFUL DEMONSTRATIONS IN HYPNOTISM

that have made him FAMOUS THROUGHOUT EUROPE and AMERICA.

THE SUBJECTS WILL BE SELECTED FROM THE AUDIENCE.

ON FRIDAY NIGHT, APRIL 15TH, A STARTLING SENSATION.

PROF. ZANCIG WILL PUT A HYPNOTIZED SUBJECT TO SLEEP FOR 72 HOURS.

He will then be placed in FREE EXHIBITION in the WINDOWS of LULLMAN & Co., JEWELLERS and DIAMOND MERCHANTS, QUEEN'S ROAD (opposite the Post Office), and will be AWAKENED in the City Hall on SATURDAY NIGHT.

Don't fail to see this Wonderful Miracle. Popular Prices.....\$3, \$2, \$1. Booking at ROBINSON PIANO CO., LD. Hongkong, 13th April, 1904. [494]

NOTICE.

THE ANNUAL MEETING OF SHAREHOLDERS IN AND SUBSCRIBERS TO THE CITY HALL will be held in the City Hall Library, TO-MORROW (Thursday), the 14th instant, at 5 P.M.

By Order, F. B. L. BOWLEY, Secretary.

Hongkong, 13th April, 1904. [502]

HONGKONG FROZEN FOOD SUPPLY, 3, ICE HOUSE STREET.

JUST ARRIVED, EX "ANHUI,"

FROM AUSTRALIA, A SHIPMENT OF PRIME AUSTRALIAN APPLES,

in Splendid Condition and are now on Sale at the Depot at

THIRTY CENTS PER LB.

This is a specially good lot and is well worth a trial.

LAU KUE TONG, Manager.

Hongkong, 13th April, 1904. [506]

YOU REQUIRE A REST, WHY NOT COME TO US?

WE will do what we can to make you feel at home, give you every comfort and quote

Yen 4 upwards per day.

SEA VIEW BEACH HOUSE. A FIRST CLASS FAMILY HOTEL.

SHIOYA, JAPAN.

The famous Summer Resort, 6 miles from Kobe, on the Beach of the Inland Sea.

13th April, 1904. [480]

Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



Shipping.

ARRIVALS.

Gregory Apar, Br. s.s., 2,940, J. G. Oliffent, 12th April, Calcutta 26th Mar., via Penang and Singapore 7th April, Gen.—D. S. & Co., Ltd.

Hongchow, Br. s.s., 999, H. S. Consterdine, 12th April, Shanghai 12th April, Gen.—B. & S.

Chunshan, Br. s.s., 1,281, J. D. Jenkins, 12th April, Saigon 8th April, Gen.—B. & S.

British Trader, Br. s.s., 2,170, R. E. Hutchinson, 12th April, Barry 25th Feb., Coal—H. B. M. S. Government.

Claverley, Br. s.s., 1,902, Wm. P. Pitt, 12th April, New York via Singapore and Manila 9th April, Gen.—S. T. & Co.

Choyang, Br. s.s., 1,424, H. J. Roops, 12th April, Canton 12th April, Gen.—J. M. & Co.

Kansu, Br. s.s., 2,041, Baddeley, 12th April, Canton 12th April, Gen.—B. & S.

Silvia, Ger. s.s., 6,700, F. Jager, 12th April, Colombo 1st April, Gen.—H. A. L.

Cyrus, Br. s.s., 2,174, F. Simmons, 12th April, Japan 7th April, Rice—Samuel & Co.

Heathdene, Br. s.s., 2,740, H. R. Ketley, 12th April, Moji 6th April, Coal—B. & Co.

Kowloon, Ger. s.s., 1,447, Stehr, 12th April, Shanghai 9th April, Gen.—S. & Co.

Chiyuen, Ch. s.s., 1,177, Stewart, 13th April, Canton 12th April, Gen.—C. M. S. N. Co.

Kwongsang, Br. s.s., 1,427, Lake, 13th April, Shanghai 9th April, Gen.—J. M. & Co.

Ferdene, Br. s.s., 2,448, R. J. Fisher, 13th April, Rangoon 30th Mar., Rice—Order.

Glenshiel, Br. s.s., 2,204, E. Warner, R.N.R., 13th April, London via Singapore 27th Feb., Gen.—McC. B. & Co.

Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen, 13th April, Pakhoi 10th April, and Holbow 12th, Gen.—J. & Co.

Satsuma, Br. s.s., 2,808, Chubb, 13th April, New York 6th Feb., and Manila 10th Mar., Gen.—D. & Co., Ltd.

Departures.

April 13.

Hamburg, for Europe.

Triumph, for Coast Ports.

Carl Menell, for Tsingtau.

Ovid, for Kutchinotzu.

Hue, for Haiphong.

Kumune, for Calcutta.

Musung, for Sandakan.

Malacca, for Singapore.

Cabri, for Bombay.

Telemachus, for Saigon.

Tsintau, for Hoilow.

Melita, for Quong-chow-wan.

Rein, for Bangkok.

Vale of Deon, for Rajang.

Ketulan, for Canton.

Per Kwongsang, from Shanghai—Messrs. Appleby, Saunders, Tylecote, Hogg, and 10 Chinese.

Per Gregory Apar, from Calcutta, &—Mr. and Mrs. E. G. Maydon, Rev. and Mrs. C. E. Newton, Misses A. B. Jones, Pratt, Fuller, (2), Mr. A. Mont, Lieut. Col. G. F. Rowcroft, Mr. C. T. Avelon, Misses Avelon, Messrs. Polglase, E. Furse, 917 Chinese, and 10 Japanese.

Per Rubi, from Manila—Mrs. Trinidad Ayala, Mr. and Mrs. Alex. Macleod, Misses Mercedes and Mary Macleod, Masters Alex. and I. Macleod, Mr. and Mrs. Gunn and child, Mr. and Mrs. Geo. W. Gilbert, Mr. and Mrs. Thomas, Mr. and Mrs. Watson, Mrs. Francisco Reyes and child, Mrs. Rafael Reyes, Mrs. Kingcome, Majors Adams and Dadds, Revs. J. R. Chouza and Sanchez, Misses Lucia de Jose, Anna Dunlap, Panelli, J. Lastro, Margarita Zoble, T. R. Brunsgruen and M. Vicuna, Messrs. P. P. Roxas Jr., Deogracias Conchu, Rucker, F. Gaston, J. P. Hanck, Felix Hedde, F. A. Hollibaugh, C. M. Fullaway, K. A. Husain, H. R. Lutz, Sharp, J. Flamen, W. C. Parker, Harry Hanford, T. Moss, Clara V. Ruiz, Adams, J. O. Bakke, Joo, T. Knowles, H. B. Holes, Geo. R. Summers, Martin, Kunzi, A. Stricker, Cameron, U. Hangkain and children, Trinidad Jurado, Gozalbes, Uphington and A. W. Hastings, Mrs. M. de la Cruz, Messrs. Leon Santos, Juan Padriga and Thos. J. Corberry.

Per Glenshiel, from London, &—Mr. and Mrs. Hudson and child, and Mr. McCree.

Passengers departed.

Per Malacca, for London from Shanghai—Mrs. Cubitt and children, 2 Misses Clarke, Master R. A. Brand, Master E. M. C. Wedemeyer, Mrs. J. Mossop, Mrs. Tours and children, From Hongkong—Mrs. Ough and children, Miss Noltenius, and Mrs. Roma. For Singapore—Messrs. H. P. Olcott, G. M. Heckacher and F. A. Edmunds.

Hongkong & Whampoa Dock Returns.

Lin Tan, at Kowloon Dock.

H.I.G.M.S. Mowee, " "

Athenian, " "

Ovid, " "

Adamastor, " "

Charles Hardouin, " "

Nanshan, " Cosmopolitan "

Shipping Report.

Str. *Chunshan* from Saigon:—Moderate monsoon, fine weather.

Str. *Gregory Apar* from Calcutta:—Fine, clear weather throughout.

Str. *Kwongsang* from Shanghai:—Moderate and fine, smooth sea throughout.

Str. *Glenshiel* from London, etc.:—Light to moderate N.E. wind from Singapore to port.

Str. *Hopsang* from Saigon:—Light N.E. winds, and fine weather throughout the passage.

Str. *Hongchow* from Shanghai:—Light to moderate N.E. monsoon, thick fog off Breaker Point.

Str. *Heathburn* from Moji:—First part light winds, in Formosa Straits strong E. to N.E. winds, and rough sea.

Str. *Cyrus* from Japan:—Light to fresh N.E. winds in China Sea, and light wind and showery weather to W. of Singapore.

Str. *Tatshan* from Saigon:—Light variable wind, and smooth sea until within 500 miles from port, hence moderate monsoon and sea.

Str. *Ferdene* from Rangoon:—First part of the voyage have experienced light variable S.E. to N.E. winds, and squally weather, later part between Maclesfield Bank and Hongkong moderate to fresh N.E. winds, and cloudy weather with choppy seas.

Vessels in Port.

STEAMERS.

Anhui, Br. s.s., 1,350, Summerville, 10th April, Manila 7th April, Gen.—B. & S.

Auchencraig, Br. s.s., 2,542, M. R. Reid, 10th April, Westport via Sydney 19th Mar., Coal—Admiralty.

Athenian, Br. s.s., 2,440, S. Robinson, 7th April, Vancouver, B.C. 7th Mar., and Shanghai 4th April, Gen.—C. P. R. Co.

Bjorn, Norw. s.s., 727, Christensen, 12th April, Cebu 7th April, Gen.—Order.

Bourbon, Fr. s.s., 937, Antoni, 30th Mar., Saigon 26th Mar., Rice—Man Fat.

Chowtai, Ger. s.s., 1,115, H. Textor, 8th April, Bangkok 1st April, via Swatow 8th, Rice—B. & S.

Chunyang, Br. s.s., 1,418, Cox, 10th April, Sourabaya 31st Mar., Sugar—J. M. & Co.

Cragoswald, Br. s.s., 2,084, J. Penn, 7th April, Cardiff 15th Feb., Coal—Admiralty.

Dagmar, Ger. s.s., 1,452, C. Gosewitch, 6th April, Saigon 2nd April, Rice—M. & Co.

Doric, Br. s.s., 4,975, H. Smith, R.N.R., 6th April, San Francisco 5th Mar., Honolulu 12th, Yokohama 25th, Kobe 27th, Nagasaki 29th, and Manila 4th April, Mails and Gen.—O. & O. S. S. Co.

Eise, Ger. s.s., 903, Petersen, 5th April, Saigon 31st Mar., Rice and Flour—J. & Co.

Empress of India, Br. s.s., 3,001, P. Marshall, 12th April, Vancouver 21st Mar., and Shanghai 10th April, Mails and Gen.—C. P. R. Co.

Evandale, Br. s.s., 2,468, Cuyers, 5th April, Penarth 13th Feb., Coal—Admiralty.

Goodwin, Br. s.s., 2,831, W. J. Nisbet, 8th April, Moji 2nd April, Coal—M. B. K.

Hongkong, Fr. s.s., 742, A. Suzoni, 11th April, Hongkong, and Hoilow 10th April, Gen. and Pigs—A. R. M.

Hopsang, Br. s.s., 1,359, J. M. Hay, 12th April, Saigon 8th April, Gen.—J. M. & Co.

Hugen, Norw. s.s., 829, Goltney, 7th April, Moji 1st April, Coal—Arigama Thorsen & Co.

Ile de Negros, Am. s.s., 200, Lantilgen, 7th April, Manila 3rd April, Ballast—B. & Co.

Imaila, Br. s.s., 3,381, A. E. Stebbing, 11th April, Rangoon via Singapore 29th Mar., Rice—J. M. & Co.

Madeleine Rickmers, Ger. s.s., 1,020, Sanders, 29th Mar., Bangkok 23rd Mar., Rice—B. & S.

Maria Ie, Ital. bq., 1,118, D. Urso, 6th April, Freemantle 7th Feb., Sandalwood—Order.

Marie Jensen, Ger. s.s., 2,270, Bendixen, 7th April, Java Ports 29th Mar., Sugar—Tung Kee.

Nanshan, Br. s.s., 1,299, F. F. Stovell, 6th April, Saigon 2nd April, Rice—B. & Co.

Oscar II, Norw. s.s., 2,000, R. Olsen, 31st Mar., Moji 25th Mar., Coal—M. B. K.

Pelayo, Br. s.s., 1,107, Brooks, 11th April, Palo Semblan 1st April, and Singapore 4th, Petroleum—Langkat Oil Co.

Queen Louise, Br. s.s., 2,170, Nicoll, 12th April, Cardiff 19th Feb., Coals—D. & Co., Ltd.

Rubi, Br. s.s., 1,611, R. W. Almond, 11th April, Manila 9th April, Gen.—S. T. & Co.

Sungkiang, Br. s.s., 1,021, G. Robinson, 11th April, Hoilow 7th April, Gen.—B. & S.

Tatshan, Br. s.s., 1,121, J. Jenkins, 12th April, Saigon 7th April, Rice and Cotton—B. & Co.

Thalia, Br. s.s., 893, Robson, 9th April, Foochow 6th April, and Swatow 8th, Gen.—D. L. & Co.

SAILING VESSELS.

Algoa Bay, Br. bq., 1,111, Title, 4th Mar., Hongay 15th Feb., Coal—B. & S.

Arrow, Br. 4-masted bq., 3,971, McDonald, 17th Mar., from New York, Kerosine Oil—S. O. Co.

Steamers Expected.

Vessel	From	Agents	Due
Tsianan	Manila	B. & S.	April 14
Indravelli	Japan	P. & A. Co.	April 14
Kelvin	Singapore	N. Y. K.	April 15
Laitang	Singapore	J. M. & Co.	April 17
Polynesian	Singapore	M. M.	April 18
Siberia	Japan	P. M. Co.	April 19
Tartar	Vancouver	C. P. R. Co.	April 22
Indrapura	Portland	F. & A. Co.	May 11

Ships Passed The Canal.

Outward—16th March—Standard, Kelvin, Armenia, St. Meridian, Maria, Kilda. 18th March—Voronej Breizhucl, 22nd March—Hyson, Oldenburg, Dornoch, Thyra, Orange, Ness. 25th March—Aragona, Palma, Salveig, Strassburg. 30th March—Aragona, C. Ferd Laeis, Benmohr, Angus, Simoom. 6th March—Bayern, Pera, Moyune, Kecmun, Deucalion, Ella, Sagami, Theodoroville, Gerd. 9th April—Ernest Simons, Titania, Giela, Plantmar, Verona, Ulysses, Segovia, Algeria. 10th April—Tomeward—18th March—Alesia, Alcinous. 30th March—Macduff, Rudnorshire. 9th April—Oanfa, Ron.

Arrivals at Hong—16th March—Ambria, Himer, Prinsesse Marie. 18th March—Luther Castle, Syria, Vindobona, Marie Valerie. 22nd March—Yarra, Nestor. 25th March—Gera, Nubia. 30th March—Glenloch, Wursburg, Denbighshire. 6th March—Toidor, Kintuck, Seydlitz, Hudson. 9th April—Palermo, Australien, Palermo.

Post Office.

A Mail will close for—

Canton—Per *Powson*, 14th April, 7.30 A.M.

Swatow, Singapore and Bangkok—Per *Chowtai*, 14th April, 8 A.M.

Hoilow and Haiphong—Per *Hongkong*, 14th April, 9 A.M.

Kobe—Per *Goodwin*, 14th April, 11 A.M.

Moji, Kobe, Yokohama and Portland, Or.—Per *Nicomedia*, 14th April, 11 A.M.

Shanghai—Per *Anhui*, 14th April, 3 P.M.

Namtau—Per *Taichun*, 14th April, 5 P.M.

Sanbu—Per *Hot Fu*, 14th April, 5 P.M.

Macao—Per *Wingchai*, 14th April, 5 P.M.

Canton—Per *Fatshan*, 14th April, 5 P.M.

Manila—Per *Kinsan*, 15th April, 7.30 A.M.

Shanghai—Per *Sungkiang*, 15th April, 11 A.M.

Shanghai—Per *Woonung*, 15th April, 3 P.M.

Canton—Per *Hankow*, 15th April, 5 P.M.

Canton—Per *Fatshan*, 16th April, 7.30 A.M.

Manila—Per *Rubi*, 16th April, 9 A.M.

Kobe—Per *Evandale*, 16th April, 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doric*, 16th April, 11 A.M.

Hoilow—Per *Pronto*, 16th April, 5 P.M.

Canton—Per *Honam*, 17th April, 9 A.M.

Swatow, Tsingtau and Tientsin—Per *Kansu*, 18th April, 3 P.M.

Europe, etc., India, via Tuticorin—Per *Salatie*, 19th April, 11 A.M.

Kobe—Per *Tsianan*, 19th April, 3 P.M.

Manila—Per *Zafra*, 23rd April, 9 A.M.

Europe, etc., India, via Tuticorin—Per *Bengal*, 23rd April, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 27th April, 11 A.M.

Books containing stamps of the following denominations may be obtained at the counter of General Post Office for \$1.00 each.

16 stamps at 4 cents.

12 " " 2 " "

12 " " 1 " "

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.

Parcels are now accepted for transmission to Batavia and the Dutch East Indies "direct."

Scale of charges as follows—

1 lb. to 3 lbs.—\$1.15

4 lbs. to 7 lbs.—\$1.50

8 lbs. to 11 lbs.—\$2.00

Greatest length 2 feet.

length and Girth 4 feet.

No Insurance.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory—

On the 13th at 11.30 a.m. The barometer has fallen at all stations but more particularly in N. China.

The highest pressure is at present over Japan, and it is relatively low in the Philippines.

Gradients are very slight on the China Coast, and light E winds will probably be met with

in the Formosa Channel. They are moderate over the N. part of the China Sea, and moderate E. to SE. winds will prevail in this region. Forecast:—Moderate E. winds; cloudy, fine.

CHINA COAST METEOROLOGICAL REGISTER

April 13th, 1904, a.m.

	Bar.	Th.	Hu.	Wind	Wv.
Vladivostok	6 a.m.	—	—	—	—
Nemuro	6 a.m.	30.28	—	—	—
Hakodate	9 a.m.	30.32	—	NE	0
Tokio	9 a.m.	30.30	—	—	—
Kochi	9 a.m.	30.19	—	E	1
Nagasaki	9 a.m.	30.15	—	SE	2
Kagoshima	9 a.m.	30.15	—	E	1
Oshima	9 a.m.	30.12	—	—	—
Naha	9 a.m.	30.05	—	E	2
Ishigakijima	9 a.m.	30.01	—	E	6
Taihoku	9 a.m.	29.94	—	E	2
Taichu	9 a.m.	29.94	—	—	—
Tainan	9 a.m.	29.94	—	—	—
Koshu	9 a.m.	29.95	—	NE	2
Pescadore	9 a.m.	29.93	—	N	4
Weihaiwei	9 a.m.	30.04	47	NW	2
Gutzlaff	9 a.m.	30.07	54	ENE	3
Sharp Peak	9 a.m.	29.99	71	85	N
Amoy	9 a.m.	30.01	68	90	SE
Swatow	9 a.m.	30.02	75	81	—
Canton	9 a.m.	30.03	75	81	—
Hongkong	10 a.m.	30.00	72	82	E
Victoria Peak	9 a.m.	—	—	—	—
Gap Rock	9 a.m.	—	—	—	—
Maipo	9 a.m.	—	—	—	—
Haiphong	9 a.m.	—	—	—	—
Manila	9 a.m.	29.88	74	64	WNW
Barcelo	9 a.m.	—	—	—	—
Hoilo	9 a.m.	29.85	84	—	NE
Cebu	9 a.m.	29.87	84	—	NE
C. St. James	10 a.m.	—	—	—	—

VISITORS AT THE HOTELS.

KING EDWARD.

Bakken, J. O.

Bergmann, R. M.

Betz, Dr. (Consul for Ough, Mr. & Mrs. A. H. Germany in Swatow)

Bish, Wm. N.

Conchin, D.

Eastman, M. G.

Flamingo, Jno.

Furse, E.

Gosvalves, G.

Jameson, J. Watt

Kent, R. A., Lt.-Col. F.

Kent, Mrs. F. E.

Kofod, Capt. F.

Kriz, O.

Mass, H.

Menzies, R. S.

Muelle, Ed. (Consul for Peru)

Polglase, P.

Railton, W. A.

Rice, P. J.

Rohde, Miss Betz

Rose, Mr. & Mrs. T. J.

Ruba, Mr. & Mrs. M.

Schmidt, H.

Shepherd, Bruce

Stephens, Mr. & Mrs. M. J. D.

Talati, Mr. and Mrs. M. P.

Vaughan, H. S.

CONNAUGHT.

Bell, J. F.

Boyce, W. B.

Broughton, J. H.

Cauchon, J.

Christie, Mr. & Mrs. D.

Cronin, John

Davies, F. O.

Dufour, Mrs. B.

Dulot, Mme.

Eyre, Mr. and Mrs. H.

Flanagan, Jose

Gosvalves, G.

Harris, J. D.

Hayter, L.

Heckford, R. G.

Helme, E. B.

Leavitt, Mr. and Mrs. M. B.

Howard, E.

Mardon, Mr. and Mrs. Williams, W. H.

McKilling, H. G.

Menashih, R.

Moir, Gen. A.

Monte, Visende de

Moos, Albert

Moss, Thos.

Newborn, R. H.

Olegario, G.

Osgood, Mrs. M. E.

Rawcraft, Lt.-Col.

Rees, L. C.

Roberts, A. G.

Rutherford, W. R.

Shepherd, Mr. and Mrs. R. M.

Sherrin, Mr. and Mrs. R. M.

Smith, F.

Swaby, Thomas C.

Tringham, N. S. P.

Wakeman, G. H.

Webb, Mr. and Mrs. R. W.

Wolfe, Mr.

CRAIGIEBURN.

Austen, R.N., Staff Lauder, P.

Surgeon and Mrs. Menocal, D. A.

Cowden, Mrs. & Miss Smith, Mr. and Mrs. Grant

Craig, W. E.

Dann, G. H.

Gaskell, Mr. and Mrs. and child

Helms, W.

Leavitt, Mr. and Mrs. M. B.

Jewell, F. F.

Lourey, Dr. and Mrs. and children

Gomes, Mr. and Mrs. Mitchell, Mr. J. B.

Murchie, Mr. Jremonger, Lieut.-Col. Yokura, K. and Mrs.

KOWLOON.

Baker, Col.

Daniel, W.

Dye, H. S.

Gomes, Mr. and Mrs. Mitchell, Mr. J. B.

Murchie, Mr. Jremonger, Lieut.-Col. Yokura, K. and Mrs.

HONGKONG.

Akuzawa, N.

Anderson, Mrs. G. P.

Anderson, Mr.

Bading, Mr. and Mrs.

Bartholomy, M. de

Black, Mr. and Mrs.

Boggan, Mr. & Mrs. R.

Bonner, E. V.

Borthwick, Mrs. R. W.

Brown, W. S.

Buck, Hart

Cazenave, Mr.

Chauzy, Cto.

Clark, Geo. J.

Clark, W. G.

Jolson, F. S.

Conneau, J.

Coppel, E. L.

Cotting, A.

Coulson, C. H.

Davies, Mrs. J. T.

Davies, P. V. & servant

Deacon, F. B.

Dean, G.

Deboulet, Mr.

Ierbyshire, J. H.

Douglas, Capt. & Mrs. J.

Downing, J. C.

Ehrlich, A.

Ellis, Mr. and Mrs. A.

Fisher, H. G.

Folger, C. P.

Friedlinghaus, Mr.

Glover, C.

Grant, A. W.

Gras, Mr.

Hall, Capt. T.

Hamblyn, J. H.

Hamel, F. E.

Hammersley, B. F.

Hanford, H. B.

Haughwout, W. B.

Hayton, J. T.

Hollabough, F. A.

Hooper, Mr. and Mrs.

Hug, Mrs. E.

Icely, Rev. F.

Johannsen, E.

Joseph, Mr. and Mrs.

E. S.

Katsch, E. A.

Kirkwood, Miss

Kruse, Mr. and Mrs.

Lamont, W. A.

Leggatt, E. A.

Lewis, A. R.

Lewis, J. H.

Beatie, J. M.

Peattie, M. P.

Benson, Mr. & Mrs.

Bunny, Major and Mrs.

Bunny, Miss

Brown, Col. L. F.

Chapman, Mr. & Mrs.

Charay, Mr. & Mrs. J.

Duverger, J.

Dymock, P. A. A.

Ferrier, Col. & Mrs.

Foot, R.N., Capt. and Mrs.

Frege, Mr. and Mrs.

French, Major G. A.

Grant, R.N., Eng. Lieut.

A. R.

Hannely, Mr.

Hudig, D.

Hamilton, Major

Hardy, R.N., Commander and Mrs.

Hays, I.

Hewitt, F. T. B.

Holborow, Mr.

Jeffery, Mrs.

Jefferys, H. W.

King, Mr.

Lee, Mr. & Mrs. J. B.

Longstaff, G. B.

Longstaff, Miss

Lowe, D. R.

Marroni, M.

Parker, H. E.

Pelmer, Chas. S.

Peterson, Mr. and Mrs. J.

Pington, C. D. U.

Rinker, T. E.

Sharp, Edward

Eastman, M. G.

Erskine, E. F.

Forman, J. G.

Hough, Dr.

Jenson, Mr.

Kernan, L. E.

Key, G. W.

Lehman, E.

Watson, Mr. and Mrs.

Wenborn, S. T.

White, Dr. and Mrs. M. J.

Vates, Mr. & Mrs. C. C.

THOMAS.

Adams, F. R.

Bakken, J. O.

Bernain, C. F.

Bish, Wm. N.

Cancesan, N. W.

Cogle, J.

Crego, Mr.

Dunlat, A. E.

Eastman, M. G.

Erskine, E. F.

Forman, J. G.

Hough, Dr.

Jenson, Mr.

Kernan, L. E.

Key, G. W.

Lehman, E.

Marroni, M.

Parker, H. E.

Pelmer, Chas. S.

Peterson, Mr. and Mrs. J.

Pington, C. D. U.

Rinker, T. E.

Sharp, Edward

Eastman, M. G.

Erskine, E. F.

Forman, J. G.

Hough, Dr.

Jenson, Mr.

Kernan, L. E.

Key, G. W.

Lehman, E.

Watson, Mr. and Mrs.

Wenborn, S. T.

White, Dr. and Mrs. M. J.

Vates, Mr. & Mrs. C. C.

AN ALARMED ACTRESS.

TRAGIC STORY ENDS HAPPILY.

"Who that has not been on the stage can know the strain of rehearsals?" asked Miss Alice Hope, a well known West of England Actress. "Many real tragedies are enacted on the other side of the Stage Curtain. Out of sight of the audience, and undreamed of by the public, many a Player fights the Battle of Life against terrible odds."

"A few months ago," continued Miss Hope, "my health gave way in the most alarming manner. My appetite, which had been always of the best, left me. At night I could get no rest, and in the morning felt more dead than alive. I was a martyr to neuralgia. Of course, I had to eat, but I couldn't digest my meals. Food



gave me acute pains in the chest, which made me afraid to temp' my lost appetite. I became so weak that I could scarcely crawl about. Doctors told me I was anemic. A chemist suggested that I should try Dr. Williams' pink pills for pale people. I am very pleased now that I acted upon the suggestion. I had only taken a few of the pills when I found that my appetite was returning, I ate my food and enjoyed it, and felt no ill-effects after it."

"Could you sleep better?" the reporter asked.

"Oh, yes. Not only

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 10th April, 1904,
at 1 P.M., the Company's Steamship
"SALAZIE," Captain Nègre, with Mails,
Passenger, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of Call,
WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 12th April, Specie
and Parcel received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 7th April, 1904.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL,"

Captain G. Philipps, carrying His Majesty's
Mails, will be despatched from this Port for
BOMBAY, on SATURDAY, the 23rd April,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London
after Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 11th April, 1904.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,
via
SHANGHAI, INLAND SEA OF JAPAN,
KOBE AND YOKOHAMA,
FOR VICTORIA, B.C. AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY
COMPANY.

Steamers.	Tons.	Captains.	1904
Lyra	4,417	G. V. Williams	May 4
Shamun	9,606	W. M. Smith	May 21
Victoria	3,502	J. Truebridge	June 4
Tremont	9,606	T. W. Garlick	June 18

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

The attention of passengers is directed to
the very cheap rates offered by this line to the
Pacific Coast and to the Interior and Eastern
Cities of the United States and to Europe.

Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Ports and to the Principal Cities in the
United States and Canada.

For further Information as to Freight or
Passage, apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 6th April, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"MALTA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Himalaya* and
Somali.

From Calcutta, ex S.S. *Syria*.

From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M. TO-DAY.

Goods not cleared by the 14th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 8th April, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after the 15th
instant, at 4 P.M., will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 12th April, 1904.

For Sale.

KEEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.
In Bags of 250 lbs. net \$2.85 ex Factory.

SHIENWAN, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

FOR SALE.

INCANDESCENT
GASOLINE

LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate
prices.

Lamps fixed up for
buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd April, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	AT WORKING ACCOUNT.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	83,000	\$125	\$125	\$10,000,000 \$6,500,000 \$150,000 \$175,533 \$191,973	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8½ = \$22.994 for half-year ending 31.12.1903. \$2 (London 3/6) for 1903 None	6 1/2 % 5 1/2 %	\$6 1/2 London 3/6 \$5 1/2
National Bank of China, Limited..... Do. Founders'	4,453 750	£10 £1	£8 £1		\$21,668			
MARINE INSURANCES								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$169,141 \$784,415 \$906,872 \$920,000 \$151,932 \$311,342 \$312,135	\$1,059,926	\$32 for 1902	6 1/2 %	\$490 sales
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	Tls. 500,000 Tls. 31,850 \$675,000 \$103,130 \$1,300,000 \$90,000	Nil	\$4 for year ended 30.4.1903	7 %	\$57 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 67 1/2 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$675,000 \$103,130	\$186,284	\$12 for 1901	9 %	135
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$90,000	\$110,551	\$15 for 1902	8 1/2 %	\$175
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000	\$371,110	\$12 1/2 for 1902.....	8 %	\$285 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$0	\$1,250,000 \$25,000	\$329,047	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$83 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$533,000 \$149,409 \$243,000 £80 £100,000 none	\$41,538	\$1 1/2 for second half-year 1903.....	10 1/2 %	28 1/2 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£100,000	£5,380	10/- for 1902	6 %	\$93
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900.....		\$22 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$718 5	Nil	\$3 for year ended 30.6.1903	8 1/2 %	\$35
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	\$35,000	\$337	\$1.20 for year ending 30.4.03	4 1/2 %	\$31 sales
Straits Steamship Company, Limited	10,000	\$10	\$5	\$7,750		\$8 for second half year 1902	11 1/2 %	\$18 1/2
"Shell" Transport and Trading Company, Limited.....	5,000	\$100	\$100	\$35,000		Interim of 1/- (Coupon No. 4) for 1903	5 %	\$19 1/2
Taku Tug and Lighter Company, Limited	2,000,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited..... Do. Preference	200,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	none	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2 Tls. 1 1/2 making Tls. 3 1/2.....	9 1/2 % 7 1/2 %	Tls. 47 sales Tls. 46 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$122
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,995	\$3 for 1897		\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 50 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,632 }	Fcs. 85,766	Interim of Fcs. 30 for 1903		\$500
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,273	Dr. £7,236	No. 12 of 1/-		\$6 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6 sellers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	{ \$6 dividend and \$1 bonus for second half year 1903 }	7 %	\$206 sales
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 1/2 %	Tls. 150 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,850,000		\$6 for first half year 1903	4 1/2 %	\$580
Riley Hargreaves & Co., Limited..... Do. Preference	6,000 2,750	\$100 \$100	\$100 \$100	\$1,500,000 \$50,000		{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$187 1/2 \$205
Howarth Erskine, Limited	12,000	\$100	\$100	\$500,000	\$28,015	\$50 for first half year 1902		\$95 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000		Final of \$2 1/2 making \$5 for 1903	5 1/2 %	Tls. 162 1/2 sales
Shanghai and Hongkong Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	6 1/2 %	Tls. 185
Yangtze Wharf and Godown Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903.....	10 %	Tls. 37 1/2 sellers
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$4,548	\$2 1/2 for 1902	6 1/2 %	
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,666	Final of \$5 making \$12 for 1903	8 %	\$145 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000	Tls. 37,634	{ Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903 }	7 1/2 %	Tls. 107 sales
Tientsin Land Investment Company, Limited	{ 5,350 2,475 }	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none		Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	Tls. 10
Wei-hai-wei Land and Building Company, Limited.....	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1-70 making \$3.20 for 1903.....	6 %	\$53
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$107,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$133
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 33,000	Tls. 1,837	Interim of Tls. 5	6 1/2 %	Tls. 150 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	Tls. 25	Tls. 25	Tls. 516,301	Tls. 1,496	\$2 1/2 for year ended 30.6.03	7 1/2 %	\$35 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 6,804		Tls. 14 for the year ending 31.3.1903	10 %	Tls. 75 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	\$1,989	First year	12 1/2 %	Tls. 25
Tientsin Hotel, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 3,530	\$5 for the year ending 28.2.1903	7 1/2 %	Tls. 48 sales
Tientsin Hotel des Colonies, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$99,177	Interim of Tls. 3 1/2	8 1/2 %	Tls. 60 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 31
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	H. Tls. 30,998	Tls. 88,094	Interim of 1/2 a/c 1898		Tls. 25
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Nil	Interim of 1/2 a/c 1898 on 6,000 shares		Tls. 37 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	none	Dr. Tls. 4,065	4 % for 1897		Tls. 170
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the year ending 31/7/03..... }	6 1/2 %	\$145 sellers
CIGARS AND TOBACCO COs.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 \$41,000 }	Tls. 1,091	Final of Tls. 3 making Tls. 6.....	12 %	Tls. 50 sales
Alhambra, Limited	300	\$500	\$500		\$57	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	£7,500	\$10	\$10			First year		\$10 buyers
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	6 1/2 %	\$23 1/2 sales
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil	60 cents for 1903	7 1/2 %	\$8.10 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	{ \$250,000 \$25,000 }	\$5,077	Interim of 50 cents for 1903	7 %	\$14 buyers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	15 1/2 %	\$6 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000		\$5 for year ended 31.7.1902	9 %	\$0
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	50 cents for 1903	7 %	\$13 1/2 sales
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$3,453	{ 50 cents } for year ending 30.4.1903	6 1/2 %	\$7
Hongkong & China Gas Company, Limited	30,000	£10	£10	\$21,815	£7,387	{ 4 1/2 div. and 4 1/2 bonus for 1902 Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 making Tls. 5 1/2 for 1903	7 1/2 %	Tls. 112 1/2 sales
Shanghai Gas Company, Limited	2,666	Tls. 50	Tls. 50	Tls. 45,000	Tls. 7,548	Final of 37/8 making 52/8 for 1903	7 %	Tls. 400
Shanghai Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,250	Tls. 667	Final of Tls. 4 making Tls. 16 for 1903	11 1/2 %	Tls. 140
Tientsin Waterworks Company, Limited	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year		Tls. 110 1/2 sales
Halle's Hotel, Limited	21,000	\$20	\$20	\$186,000	\$17,802	Interim of \$5 for 1903	7 %	\$100
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$60,000	\$6,395	\$10 for 1903	7 %	\$100
Geo. Arncliffe & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,117	\$3.75 for 1903	7 1/2 %	\$100
Hongkong & China Gas Company, Limited	5,000	\$15	\$15	\$35,000	\$5,444	Final of \$12 making \$16 for 1903	9 1/2 %	\$100
Straits Settlements Company, Limited	2,000	\$100	\$100	\$45,000		\$7 1/2 for second half year 1903	9 1/2 %	\$100
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$31,000	\$4,83	\$20 for year ending 30.11.1902	10 1/2 %	\$100
Dairymilk Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	\$1 1/2 for year ending 31.7.1903	8 %	\$100
Campbell, Moore & Co., Limited	1,200	\$0	\$10	\$5,500	\$505	\$5 for 1903		\$100
Beaumont Asbestos East India Agency, Limited	8,604	12/6	12/6	none	£738	None		\$100
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$72,000	\$119	{ 90 cents } for year ended 31.5.1903	10 1/2 %	\$100
Do. Founders'	100	\$10	\$10			\$29.70		\$100
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Final of 60 cts. making \$1.20 for the year	8 %	\$100
China Light and Power Company, Limited	15,000	\$10	\$10	none	Dr. \$37,053	None		\$100
Williams, Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903	10 1/2 %	\$100
Maatschappij tot Exploitatie van Landbouwen- plaatjes in Nederlandsch Oost-Indië	35,000	Gs. 100	Gs. 100	Tls. 3,466	Tls. 27,187	First quarterly dividend of Tls. 10	7 1/2 %	Tls. 200
Shanghai Horse Bazaar Company, Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 10,247	Tls. 1 for 1903	7 1/2 %	Tls. 200
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 50	Tls. 50	none	Tls. 3,382	Final of Tls. 4 making Tls. 10 for 1903	7 1/2 %	Tls. 200
Central Stores, Limited, Ordinary	6,000	\$15	\$15	\$1,000	\$1,153	Final of \$1.20 making \$2.70 for 1903	15 %	Tls. 200
Do. Founders'	121							
E. L. London Limited	7,000	Tls. 50	Tls. 50	none	Tls. 355	Tls. 1 for 1903	15 %	Tls. 200
China Insurance Company, Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	7 %	Tls. 200
Kowloon Insurance Company, Limited	10,000	\$100	\$0	\$0		\$10 for 1903	7 %	Tls. 200
Shanghai Cotton Spinning, Weaving and Dyeing Company, Limited	250,000	\$10	\$10	\$650,000		{ \$1 div. and \$1 1/2 bonus for half year ending 30.6.1903		
Do. Founders'	4,500	\$10	\$10	\$160,000		\$5 div. and \$1 1/2 bonus for 1903		
Do. Founders'	4,500	\$10	\$10	\$160,000		\$5 for year ending 30.6.1903		
Do. Founders'	4,500	\$10	\$10	\$160,000		First year		